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MAY/JUNE 2011

Volume 21 Number 4

IronWorks®

**DON HOTOP'S OLD 33
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ON THE COVER

Volume 21 • Number 4 • Our 174th Issue

Don Hotop has spent some time around V-twins during his three-plus decades in business and this bike reflects that deep understanding of what it takes to craft a clean, no nonsense, classically styled musclebike—a bike Don calls Old 33.

A cold, crisp morning in Fort Madison provided the setting, the parking lot right outside of Don's shop, the backdrop for our Editor Stephen Berner to capture this lean, mean machine in repose.



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SPOTLIGHT

Shadley Brothers

When push comes to shove and it's time to make things happen, who can you count on more than family? Mark and Paul Shadley know this lesson well and they've been counting on each other for decades to design and build both two-wheeled and four-wheeled customs in their Whitman, Massachusetts shop. And though looks are important to the brothers, performance is, too, and their work proves it. Stroll around the Shadley's shop with us, staring on page 24.



TPJ Customs

When an injury sidelined TPJ's Bryan Schimke, he discovered that things don't always go as planned. And that's not necessarily a bad thing. Turning from active riding to active building has proven a boon both to Bryan's career path and to motorcycling's fresh new attitude. We got a closer look at some of TPJ's recent builds, bikes that clearly exhibit Bryan's firm belief that rideability is as important as artistry.



Numbers

Numbers can be pretty interesting and a few observances lately have forced me to take note of the multiplicity of functions that numbers perform—and their ability to inform, persuade, document, divide and annoy.

So first off, the economy: its all about the numbers, right? I mean, this is a topic that is in all of our faces. It has deeply affected all Americans and in addition it's spanked the rest of the world. I've been hearing about an economic recovery, as if we really (and be honest now) think our economy will ever *recover* back to its inflated, bloated, "it can't be sustained" level. So what is driving this outbound messaging from the news media and government spokes-pundits telling us how good things are and how much better they are going to get? Well numbers are driving this flurry of positive news of course, in this instance wrapped in the near intellectually impenetrable cloak of statistics.

So when I listen to the news I hear: ***Don't wa-da-tah to the shama cow... 'cause that's a cama cama leepa-chaiii, dig?****

... if, that is, I can get past the distracting non-stop bombardment of broadcast graphics and logo animations. Honestly, who needs Pootie Tang giving you the news that your house is on fire and that you've got a problem? Not me. Not only can I smell the smoke, I am pretty much blinded by it, thank you very much.

So another interesting aspect of the role that numbers provide is one of documentation. Numbers give the ranking of things and events and tell you what is important; they direct your attention. When you hold the number one spot, in I don't care what endeavor, you are going to want to let people know and people are going to hold you in high regard. And if you are last, well, you suck and should be dismissed, right?

Weee!!!... maybe...if you strictly go by the numbers that is. But as life has shown, if we dig past the numbers we learn that sometimes the best races are those held mid-pack and the best stories in competition come from the "losers." Sometimes the numbers don't tell the "whole truth," whatever that might be.

Numbers also help you assign credibility and allocate your attention. If the guy next



Brian Klock and Stephen Berner, December 2010

to you is telling you about how he put 50,000 miles on his two-wheeler in two years, you are going to respect his efforts and are going to want to hear his story. I mean, how could you *not*? This is opposed to the joker in stiff Korean pleathers who's cornered you in an adult beverage establishment, pursuing you (Hey, bro) to lecture about his special take on the "lifestyle" after 16 light beers. The numbers act as signposts in these instances, indications on the trail, turn left here.

Like a moneyed guy who has no experience and compensates (or so he thinks,) by flashing his Presidential in your face, some folks use their numbers as a way to demonstrate they are cool and to put up the "hand," to assert themselves in a conversation.

When I hear someone rambling on about how many years they've been riding and how many bikes they've owned and how many pins they've bought and how many rallies they've attended (you getting the picture yet?) as way of asserting themselves in a dialogue, I know it's time to turn tail and run. I see this happen when gray hairs meet hipsters, and I feel bad that they feel the need to get all pompous, when in fact they should be using their own personal numbers to engender the support of these younger guys and harness some of their good energy.

So now you might think that I am a hatin' on numbers and being a big old doggie-downer. But numbers do some spectacularly good things, too. They inform us two-wheeler folks of just how powerful we could be if we could collectively get our act in order; we do have some powerful numbers when looked at en masse. But again, numbers. We are so terribly fractionated

as a group, so splintered, there is little hope of us pulling together unless something dramatically changes the way we look at the numbers ourselves. I think legislation might be a catalyst for such a thing. We are collectively getting fed up.

Numbers tell us that the investment we made in motor work not only feels good, but quantifiably works well, too—and conversely informs us when we've erred. Could be that carb was too big, the compression too high, the timing too far advanced.

Numbers also inform our advertisers when they've made the right decision in spending their dollars with *IronWorks*. Helping make those numbers look attractive, we can thank our "pay to play" readers, subscribers, and newsstand purchasers – (*not* the slugs who stand at the newsstand and read *IronWorks*.) who buy *IronWorks* and buy our advertisers' products. We appreciate your support folks, really we do.

There is one group of numbers I'd like to see transformed though, and that is the number of folks who regularly consume our digital content and *don't* bother purchasing our print. If we could get our digital friends and fans to sign up and support *IW* we'd be rock steady in these times of "numerical distress."

So if you are not a subscriber to *IW*'s print magazine and like what you see, I'd like to ask you to support us by signing up for a subscription. Finding us on the newsstand is tough due to the shrinking amount of space stores are willing to allocate to magazines, so if you want to get an uninterrupted stream of *IW* and support our cause, subscribe today. Our numbers thank you!

Stephen Berner

Steveb@steveb.biz

* Quoted from Chris Rock's movie *Pootie Tang*

Shadley Brothers

Regularly making it happen in a big way

There is a certain attractive, almost magnetic confidence that people who know what they are doing exude. They know what they can do and in most instances they've not run into anything they can't somehow do or, more to the point, *get* done. Ultimately, no matter the line of business, the job in their eyes is about getting it done, the best way that's possible for all

parties involved, the first time around. People that have figured that out are the kind of folks you want to do business with, as there tends to be less drama and the line to the finish tends to be straighter and less fraught with tiger traps.

Spending time around brothers Mark and Paul Shadley you get the distinct sense that there is nothing mechanically oriented that these two lifelong partners (in the truest sense) and bike enthusiasts wouldn't take on when it comes to our favorite brand (Harley-Davidson) and type of machine (motorcycles). They've been building and customizing bikes and working on motorcycles since the 70's and have seen each trend and style come on the scene, make a big splash, and then fade. Looking at photo galleries of their work from past years, you get the sense you are looking at a historical document, each facet of style represented. Most all of the bikes they've built you'd recognize from various magazines and product catalog covers if you've been a sentient V-twin enthusiast during the past 20+ years.

From splitting cases and truing flywheels to raking a frame and fabricating panels and tanks, all of the action on a Shadley Bros.-built bike happens exactly there—at Shadley's. Little if anything is farmed out from this very capable and



well-equipped shop. They do utilize parts from the aftermarket frequently and count Arlen Ness as not only a close friend and influence but also as a supplier of some of his most well-known, distinctive and noteworthy parts. In 2001 brothers Shadley bit the bullet and built themselves a 15,000 square foot dream shop, a smart move considering how busy they are. And when you are busy, having some room to move around certainly helps keep everyone involved calm and productive.

Knowing that survival is pretty important when you are running a business and supporting a posse of employees (who are more like family,) Shadley Brothers has two distinct sides: an automotive side and a bike side. The business is clearly divided in the way the facility is laid out, with separate entrances, work bays, showrooms, and such. One might think that there is little cross over between two- and four-wheeled expertise, but when you have assembled a talented crew that is in many instances cross-trained and interested in both "sides" of the business, you can see how they are poised to grow and thrive. One side supports the other. When bikes are slow, cars pick up the slack and vice versa. It's a real smart business model and it seems to work for the Shadleys and their loyal crew. Needless to say, if you are a gearhead, you

will find this place a bit Disney-esque, there is that much cool stuff around. From a tubbed Camaro with slicks to a full-out bling bike, there is plenty to look at.

So, what are the Shadley Bros. like to hang out with? What kind of gentleman are they? What drives them forward and motivates them to get 'er done everyday? After spending some time with them both at their shop and at the Fall Foliage Run with quite a few of their Hamster brethren, I'd have to say that these two guys are super well grounded. They are not boastful, they are not braggarts, but they clearly know that the quality of their work is a cut above and they don't apologize.

They have spent their lives in Whitman, Mass., so have super deep roots in the area, which also helps to keep them firmly planted, confident and real. And they are consummate gearheads. They love to go fast and they love horsepower and performance, be it bikes, "cahs" or sleds (snowmobiles). They also like to eat, drink, and be merry—our kind of guys!

Looking at the super well-detailed and finished machines rolling out of the Shadley Brothers shop, it is obvious to this writer that not only is there great pride in craftsmanship, but there is pride in building machines that represent the best of what they and their friends are doing at the moment. The Shadley Bros. build less to a style, rather they are true to the period in which they live at that moment. Their work truly represents the "now" and, as such, is worthy of the attention it earns.



*RESOURCE

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Red Bagger

The Red Bagger belongs to Jim Shadley, one of our brothers. He owns *Shadley Associates*, an architect-landscaping firm. He already owned a Shadley Bros. Y2K custom made by us, and was looking for a Road King for two up riding and touring. It just so happened at that time I had a friend who, as he likes to say, was getting “unmarried” and was looking to sell his bike. This turned out to be a great fit for Jim.

The first year we did slip-ons on the muffler, handlebars, and a couple of bolt-ons. The following winter we gave it a complete facelift; fenders, wheels, two-into-one exhaust pipe, some motor work, along with other things. Jim was thoroughly involved in the design and appearance of the bike. He came up with the logo for the hamster on the fuel tank. The paint is Hot Wheel Spectra Flame Bright Red made by PPG, a very vibrant color. It is so bright it appears the bike is plugged in. The bike’s a daily driver. When SteveB took these photos it had three seasons of usage.—*Mark Shadley*





145 Digger

I wanted to build a new custom after selling my personal chopper, so I began collecting parts. I swapped an FXRT with Kendall Johnson for a 124 S&S motor. When it was complete Kendall brought it to Daytona where I was to pick it up. However, his trailer was broken into and unfortunately my motor was among the items that were taken.

Kendall made good on the motor. After thinking about it I opted

to switch for a 145 cubic inch Tribute S&S motor. This time he shipped it to me direct. Upon trying to fit it into the chassis, the new motor was an inch too tall for the frame. I had to make a new front section, going 7-inches out, 2 down, added a 40-degree rake along with arched down tubes. The whole project had its problems; nothing seemed to fit the 145. But I managed to work through it and in the end I am happy with the look, ride, and the big torque of it. I have always been a big fan of Digger style bikes.—Mark Shadley





Blue FXR

This custom FXR Digger came about when the owner of the bike, John McCarthy, and I were talking about building him a custom bike. I suggested an FXR, however he explained he already had one and was unhappy with it. He said it was just too small and overall he felt too cramped. I told him that we could specifically make it to fit his frame and not to give up hope.

We accomplished this needed "growth" by installing a late FLH swing arm, bringing the rear tire back 1-inch over stock. Then I made a new front section 5-inches out, with a 38-degree rake and 1 1/2-inches down. The forward controls are extended 2-inches. We made a gas tank, handle bars, fender rails, and used a TP 121 cu. in motor and 6-speed Baker transmission. We used a lot of black components that tied into our paint scheme. It came out great and John is a happy customer.—Mark Shadley





Special K

Paul and I have an antique sidecar kit with an Evo Sportster Power. This bike has been a blast for us. One day while drinking a few beers, my brother and I thought it would be fun to build a matching board track racer with a K model flat head motor. Coincidentally, one of my friends told me about an old Sportster in a warehouse that he was looking to sell.

When we checked the Sportster out, it was a beat up and battered 1956 KHK. This Sportster had no love for fifty years. I spent two years piecing the motor back together, then about 45 days working on the rest of the build. Our nickname for it is the Special K. Once in a while we will take the sidecar and the K model out for a cruise and the response we get from them is great. People of all ages enjoy looking at and talking about both of them.—Mark Shadley





Grabass Bandit

It was time for Paul to build himself a new custom motorcycle. He didn't want to deal with the D.M.V or title issues, so instead we bought a Twin Cam Fat Boy that had been a bank repo. At that particular time most people were building digger and long front-end choppers. We decided to take a different approach and build an old school looking chopper with a drop neck and wishbone front

section and a 4-under Springer front end. For the engine to have an older look, the cylinders and cylinder heads were milled round. The gas tank was the original Fat Boy model, which we stretched and cut the bottom out of to make it flat. The rear fender was a tail dragger style. We made internal fender struts and used a Performance Machine 250 wheel kit. The entire bike was massaged and detailed with many handmade parts. This bike is a great driver and rides two people on a regular basis.—*Mark Shadley*





Badass Dyna

Out of all the bikes I have built, this is one of my favorites. It started out as a bone stock 2000 Dyna Wide Glide. One night the owner parked the bike outside a restaurant, which had a dark parking lot. Some cowboy backed over the bike with a work truck, which bent all the sheet metal and the frame.

The owner of the bike, a good friend of ours, wanted to keep it

and turn it into a hard looking ride. The motor was already a 103 with Screamin' Eagle components. We built the front section and cut up the chassis saving only the engine cradle. We made a 250 tire setup for the rear of the bike out of a Ness swing arm and Custom Valley extended main shaft. We rounded the heads and cylinders and powdercoated all the engine covers. This bike is made up of a whole lot of handmade parts. We decided to paint the bike school bus hood black.—Mark Shadley

